

**Summary of Discussion
Broward County Charter Review Commission
Transportation Subcommittee Meeting
Thursday, June 21, 2007
Broward County Main Library
Sixth Floor, Bienes Conference Room
100 S. Andrews Avenue, Fort Lauderdale, FL
10:00AM – 12:00PM**

Members Present:

Mr. Michael Buckner, Esq., Chair
Commissioner Ted Mena, Vice Chair
Mr. David Esack
Ms. H.K. "Petey" Kaletta
Ms. Jodi Jeffreys-Tanner
Mr. Bruce Rogow, Esq.

Members Absent:

NONE

Others Attending:

Roger Del Rio, Director, Metropolitan Planning Organization
Chedley Etienne, Administrative Assistant, CRC
Yolanda Grooms, Administrative Specialist, CRC
Maria Gross, Assistant Director, CRC
Dan Glickman, Resident, Deerfield Beach, FL
Phyllis A. King, Transcriber, PKING Consulting, Inc.
Commissioner Daniel Stermer, City of Weston
Ms. Lisa Vondrak, News-Abstracts.com
Patricia G. West, Executive Director, CRC

(A copy of the sign-in sheets identifying those present is filed with the supplemental papers to the summary of this Subcommittee Meeting.)

A meeting of the Broward County Charter Review Transportation Subcommittee "Committee, Subcommittee, or TSC", was held at 10:00 a.m. on Thursday, June 21, 2007 at the Broward County Main Library – Sixth Floor, Bienes Conference Room 100 S. Andrews Avenue, Fort Lauderdale FL.

I. Call to Order/Roll Call

The Chair Michael Buckner called the meeting to order at 10:06 a.m. and requested the roll call by Phyllis A. King, PKING Consulting, Inc. Upon completion of the roll the Chair acknowledged the presence of a quorum and opened the floor to discussion of the Approval of the Summary of Discussion.

II. Approval of Summary of Discussion of June 7, 2007 Subcommittee Meeting

The Chair asked if there were any changes or revision to the Summary of Discussion. There were none.

Ms. Tanner MOTIONED, Mr. Esack SECONDED and the motion carried unanimously to approve the Transportation Subcommittee June 7th Summary of Discussion.

The Chair advised the dais that the guest speaker would be running late due to an Emergency meeting with the City regarding the budget.

III. Presentation by Commissioner Daniel J. Stermer, City of Weston:

Commissioner Stermer: I apologize for being late this morning. As you know, the Legislature late last week passed a variety of Bills during their Special Session that will have, depending on which side you listen to, some, none, or a lot of impacts on Cities and this was the first opportunity that my City, The City of Weston had an opportunity to get the 5 Electeds together with our staff to give us a legal overview – which I am sure, Mr. Rogow is intimately familiar with parts of what's been passed and what may be coming down the road as well as the fiscal impacts – part of it including Transportation. And then I had the lovely voyage of driving down I-595 to get here, so I appreciate your bearing with me and my tardiness.

I am the newly elected Chair of the Metropolitan Planning Organization (MPO). Having been elected two months ago, I chaired my first meeting last month. Your Subcommittee member, Commissioner Mena from Coral Springs sits on the MPO. With me this morning is our new Executive Director, Roger Del Rio and I say new, because the MPO is an interesting creature. It's a creature of Federal Statute, and how we do it here in Broward County is a little different than other places do it around the State. We've been operating – our current membership includes every municipality, it includes the Broward County Commission, it includes the Broward County School Board, and it includes the Regional Transportation Authority (RTA) through which a fourth County Commissioner sits on their stay. With regard to the municipalities we are divided up into various Districts, comprised of Cities, and then based on Cities, population determines whether or not they're a sitting member, voting member or an alternate member that sits, if the voting member isn't there. And that in itself is different than it is everywhere else around the State, because in most parts of the State, there isn't as much municipal participation. This is the only – and, correct me if I am wrong – we believe, it's the only organization in Broward County that the County participates in through its Commissioners, that the Cities actually control what happens depending on how we vote. But then again, we are not sitting there – I sit there as a Commissioner from Weston, but my job is to look at not only things that impact my City, my District but County-wide. Because what we are planning is -- through our various documents, a 20 year planning horizon for Transportation in this County, a cost feasible plan. Does it have things on there that we all

wish for? Yes. Do we think they will come to fruition We hope so. Are there ways that might be able to speed some of these up? I point you to the Legislation that was enacted just two days ago. **House Bill HB985 (HB985)** the Transportation Bill out of this Session, which provided for various issues relating to MPO's and their independence. But, also provided for the State to embark on new programs as it relates to building roadways and entering into what we call P3's (Public Private Partnerships).

There is a lot encompassed in HB985, it's a rather large omnibus Transportation Bill. But we here in Broward are operating pursuant to Interlocal Agreement (ILA) between the Broward County Commission and all of the municipalities, and the School Board and RTA. As the County has evolved, we've done some realignments of who sit on the Board, again all through the ILA.

We have been operating at the MPO since 1977 under a Staff Servicing Agreement with Broward County. What this Agreement says is that the Broward County Commission through its various departments will provide services staffing to the MPO. Over the past few years there has been conversation among the members of the MPO of – since the MPO is a creature of Federal Statute, and then State Statute we are not, to be clear, an agency of Broward County. The MPO is an independent Federal and then State mandated organization. We are not Broward County. That is part of the reason we are going through this rebranding effort of taking County out of the former name Broward County MPO, we are now the Broward MPO. We have hired our Executive Director with more input than we were permitted to in the past. Then we recently went out and directly hired our own Attorney.

Pursuant to the Broward County Charter, specifically Section 3.03 A and B – powers, functions, duties of the County Administrator; the County Administrator shall be responsible to the County Commission for the proper administration of the County matters required by the Charter, and shall ensure that all ordinances, resolutions, orders, and actions of the County Commissioner are faithfully executed. The County Administrator shall direct and supervise the daily administration and function of the County's departments, divisions, offices, and agencies in conformance with this Charter, County Ordinances and Resolutions, the Florida Constitution and the laws of the State of Florida. In subsection B – I will point you to the last sentence which reads, the County Administrator should have the power to nominate all department heads and the nominations must be approved by majority vote of the Commission. You then would need to go the Broward County Administrative Code, specifically Article 2.11 which talks about the visions and offices which includes the Office of Transportation, the Transportation Planning Department. Sections 2.12 Division Directors their appointment and removal and the functions under 2.13 of Division Directors. The reason I raise all of this, is up until now and through today, we still operate under the 1977 Services Agreement with Broward County. But just last November, we modified that Agreement specifically as it relates to the Legal Counsel and the MPO Staff Director, and

that the MPO. We pull our funds down, not from Broward County. We get what we call PL (Planning Funds) which do not come from this County. Those come from the Federal Government and the State. We get about \$2.4 million excluding Airport and Seaport for us to use in the administration of our planning functions. Up until now, the Board has had an issue of we're an Independent Agency, yet up until November, our Director was an employee of Broward County serving at the whim of the County Administrator therefore the County Commission. So the questions were raised of – did our Executive Director and staff by their training and experience want to go straight, using a Transportation analogy, but yet, the County Commission wanted them to go right. Well, they then recommended to us as this Independent Agency, we should be going right or were they saying our training and experience says we go straight, but the County wants us to go right because that's where they see us developing and going; therefore that's what we are recommending to you. The Board has evolved over the past few years and we want you to know those answers. Who are our staff? Who are they beholden to? Who do they respond to?

The MPO, 2 ½ - 3 years ago commenced a Study – 2004 through Cutter over at SFU, to review MPO's across the State, and one of the points that Jeff Kramer the Lead made was our staff is in a very delicate position. Their paycheck says Broward County; they're employed through the County Administrator by the Commission and yet they're supposed to be working for us. So they were in an interesting position. We then embarked on this independent review – and I am still not sure if we are done with it yet – but this HB985 might get us to where we need to be. The question is how do we implement it? Last November after negotiating, the MPO created a subcommittee. That subcommittee then bubbled back up to the Board its recommendation. Last November after negotiating with various representatives of the County we modified our Staff Servicing Agreement, specifically as it relates to 2 things right now, Legal Counsel and the MPO Staff Director. The MPO now directly employs our Legal Counsel. Up until now we have used the County Attorney's Office. That's not to say we think the County Attorney's Office wasn't telling us – negotiating our contracts the way they should be, was not telling us what their interpretation of the law was, but we again wanted somebody that we chose, that we could speak with directly without having potentially another agenda. In addition, understanding the confines of the current County Charter and the current County Administrative Code, we entered into a new section of our Staff Servicing Agreement, Section 3.05 MPO Staff Director. It use to be known as Administrative Assistant, now it's known as MPO Staff Director. An MPO Staff Director appointed by the County Administrator or they're designee of the County, and employed by Broward County shall report to the MPO and administer the various activities and functions of the MPO. The MPO shall advise the County regarding the appointment and / or removal of the MPO Staff Director and their Annual Performance Evaluation. The MPO shall conduct the employment search for the MPO Staff Director consistent with the Broward County Personnel Policies and with the assistance of the Broward

County Human Resources Division. The MPO will interview candidates for the position and recommend the list of 3 to 5 qualified candidates for consideration to the County. The County may hire a candidate from this list or reject all candidates providing reasons for such rejections, in which case the MPO hiring process will re-commence. The MPO shall prepare a draft of the MPO Staff Director's Annual Performance Evaluation consistent with the Performance Evaluation Guidelines established by the County and submit the evaluation to the County for review and finalization. The MPO Staff Director – we then went into, the MPO Staff Director shall have the following duties and responsibilities, coordinating activities of the various structures established by the Interlocal Agreement heretofore mentioned. Directing and managing the staff and consultant contracts necessary to carry out the Transportation Planning and Administrative responsibilities of the MPO; working with the MPO Legal Counsel as directed by the MPO, preparing agendas for the MPO, the MPO Technical Coordinating Committee, and the Community Involvement Roundtable. Preparing Resolutions and other appropriate documentation, and we didn't change anything else except for Administrative Assistants to MPO Staff Director.

Again we come back to the delicate balance, and the reason I started my remarks this morning with HB985 - is HB985 has very specific language specifically in Section 40 which will amend Section 339-175 of Florida Statutes, which especially apply to MPO's, and specifically states in Section 2.22B, each MPO shall be considered separate from the State or the governing body of a Local Government that is represented on the Governing Board of the MPO, where that is a signatory to the Interlocal Agreement creating the MPO, and shall have such powers and privileges that are provided under 163.01.

There are then a variety of other changes that come through in this Bill that impacts us. One of them potentially, trying to maximize Fare Box Revenue Return, which we all want to see, maximized to improve the Mass Transit Systems here in this County. But since this Bill just became law – really two days ago, Executive Director Del Rio and Alan Gabriel who is with the Firm of Weiss and Serota who is our outside Legal Counsel and others, need to now sit down and digest exactly what we might ask of you. Should we need a Charter change or has this State Statute clearly indicated that our organization again as a separate, independent organization would not be indebted to the County.

We come back to the staff servicing issue, because at the end of the day, Mr. Del Rio even with our employed, is still an employee of the County. But we now have more input as I sit here today on June 21st than we did on November 1st of 2006. I have been told that taking smaller baby steps is better than trying to take big leaps. So we are making progress and we are working through this process. I think in Roger, we have someone as our now Executive Director who has the vast experience to run this organization. But Roger's job is different as well, so we as an organization are evolving really more

starting two days ago. over the past two months. Roger had the title of Interim Staff Director for rather a long period of time. We have now given him the full title of Executive Director. So what I wanted is briefly; just raise a couple of issues with you.

In the bigger context of Transportation and I am a proponent having – I am a member of the Broward League of Cities Board of Directors. I sat on the Growth Management Committee and worked through the Land Use changes and the creation of the new Land Uses in the Broward County Plan including the TOD's (Transportation Oriented Districts) and the TOC's (Transportation Oriented Corridors). We need to as a County – I've said this publically a number of times and I am not bashful about saying it. We need to decide to grow up. What do we want to be when we grow up? We're at a stage today in 2007 between Land Use and Transportation and to me the two of them go like this (Mr. Stermer connected fingers together). They're not separate pieces – your left hand and right hand out here, they're interwoven pieces in the puzzle, and if we don't now get it right, and as I say retrofit this County in certain places, we're never going to progress to where we could be.

Whether the DDA is doing their trolleys and the stuff they're bringing downtown. Whether the train that we have talked about, that was a part of the penny sales initiative last year from the Bank Atlantic Center, all the way down town, whether it's the Breeze, whether it's other Light Rail Systems. We need to decide where we want to be in the next 5 years, 10 years, 15 years, 20 years, 50 years because unless we decide that now, I don't think people are going to get out of their cars. I am a New Yorker and for me it was easy to get up in the morning, get on the Long Island Railroad, go into Penn Station, get on Metro North, get on a Subway train and get on a bus, but go somewhere. From out in Weston other than getting in my car this morning, except to get Weston Express if the timing is right, you can't necessarily get around this County. I come back and say it the Cities fault? We didn't grow this County the way it is today, the County Commission grew this County. To say the onus is now on us the Cities, I don't think that's fair to us because we are how we are, because the County again, let us get to where we are. So the County needs to decide where it wants to be holistically when we grow up. And that's one of the reasons Roger has worked with the County Administrator's Office and we are having a joint workshop between the Broward MPO Board, the Broward County Commission, and Broward County Mass Transit. That is on August 14th, originally the County wanted it in October and I said excuse me, the budget process is done by then; I want to have this conversation now, so we all understand going into the next fiscal year where we are. All of us sitting around this room, regardless of which part of the County we live in – Where are we today and where are we planning to be? We have now moved that process up two months, which I think is significant. Because 4 members of the County Commission – 3 sitting directly as County Commissioner and one on the behalf of the RTA they understand what we do. We do planning, we do planning, we might buy buses, but the folks that live in the building across street

have to operate the buses. So we can go out and buy a fleet of buses, but until they get the funding dollars to operate them, those buses are going to sit still, so we need to focus on where we want to be over the next few years.

The failed ballot initiative of last fall, the penny sales tax – right or wrong, and I am not here to speak for it or against it. But until we determine how we are going to create a dedicated funding source, we can't leverage those dollars with the State or the Federal government. We are missing out on opportunities, whether it's new start dollars or other dollars to bring home here to Broward County to help us with this issue. The train we talked about in the East/West Transit Corridor was to be about \$1.2 billion. The People Mover at the Airport, and these are last year's numbers not this year's numbers, – another \$1.2,- \$1.3 billion. None of these projects are small, but it comes back to the philosophy of, do we make a lane or do we take a lane? Do we put down more asphalt to let more people drive their cars or do we say no, you've got to get on buses, you've got to use Transit, but those vehicles are in the current roadway system, does that speed it up or slow it down? There's a whole bunch of philosophical questions we need to answer. And as part of HB985, there's the public private partnerships that are now permitted in the State and whether or not – whether you like them, don't like them, think they're beneficial, think they're **out dated**, they may be a mechanism by which Transportation improvements can move to fruition a lot quicker than currently. So to the question is the dedicated funding source – I believe is a priority. The question is, what do you do with it in the County Charter – I am not exactly sure, There might be a way to tweak the County's responsibility to clearly label Transportation as one its driving factors. It's a delicate issue, because it is and they've stated a priority – the question is anything more than a statement of priority, where does it get us?

We also need to look at – Transportation isn't just on Broward Blvd these days or I-95. It's the corridor and the problem is the corridor is now from West Palm Beach to Miami, and how do we coordinate things better between the Counties? There is an organization right, that's made up of the Chairs of the MPO's and their Directors and some others that meet quarterly to discuss regional issues. But if you look at how the State is progressing with the SIS (Strategic Intermodal System), it's major connectors and major roadways that move, not only through a County, but through a region. So a dedicated funding source might be able to bring your dollars more Transit. How do you implement it? Do you look at it more than just your roadway here, but in the bigger holistic picture? Then the question becomes actually, will people get on it even if you built it? I am a believer – like I said, being a New Yorker that until a rider knows – or a commuter knows they can reasonably, efficiently, as well as probably, most importantly understand the timelessly of it, get to where they need to be, before they will get out of their cars.

This County isn't set up like Manhattan or its 5 burrows where you can easily live without a car. I just don't think we are set up that way. But should we not get there now – and honestly I keep saying now because I am convinced whether its increased densities in the TOC's, and the TOD's which are going to drive the numbers which help the Federal applications to pull down dollars, all of those thing interact, we need to do it now.

As it relates to the MPO and the Charter, again the questions become – while we are independent, who is our staff – we think we've started to walk down that road, and we hope with some analysis of HB985, we will get there to have some clarity. And if we believe that there does need to be a change, you will hear from us once we have had an opportunity to digest HB985 and fully understand its implications. Whether or not that means – I mean our staff at the MPO is 26, but yet again, they all work for Broward County. That's not disparaging the County or any of our staff, because our staff is wonderful professionals. The question just becomes, are they ours? So whether or not we need a change in the Charter to clarify it – give me a little time, only because of the newness of the Bill to get with the Executive Director and our Legal Counsel, and if we believe we do, Commissioner Mena will probably know about it faster than anybody, because it would probably be brought back to the MPO. But that's really what I wanted to speak to you about this morning. We believe because of who we are and what we do – again we don't operate. We are a Planning Agency, so people keep saying, “Hey what do you guys do?” We say where things should be, how roadways should improve, how transit should improve, and we forecast it out. But it's the folks over there in 115 (Broward County Governmental Center) where the State, where the Feds that actually operate, or the State and Feds give us the dollars to operate. But its the folks in that building across the street that make the things go in their budget.

I was concerned when I started looking at their workshop recently of their proposed level 1, level 2, and level 3 cuts, specifically in the Transportation area, and one of the proposed cuts was the Breeze Bus. A brand new line, oh, by the way, the MPO gave it close to a \$1 million. If you are going to cut the Breeze Bus, give us our \$1 million back. If we all work together, but like I said, we can buy the buses. They have to hire the people, pay them their wage and benefits, and get them in the bus to go. I've brought plenty of different stuff to hopefully answer questions you may have, but because we are an independent agency, I am not exactly sure what we might need from you – and I also want to thank you for the invitation to be here this morning.

Mr. Esack asked Commissioner Stermer if he thought that HB985 will assist the MPO in implementing an Independence Review.

Commissioner Stermer: It's difficult to say at the moment. I went to a conference 2 months ago in Tampa for a weekend, put on by the MPOAC (Metropolitan Planning Organization Advisory Council). It was a symposium for elected officials who sit on the MPO from around the State, and there were 18 of us from all over the State. And what's interesting was when I said we have a staff of 20 something people and \$1.8 million within which to plan. They went what! We have two people and a \$1.50 most of the rest of – and Miami Dade wasn't present. Somebody from Palm Beach County was, they don't – the rest of the State doesn't get who we are and how we've exploded. It was put on, by part of the people who did our Independence Study, and they're going to be brought into the equation in my mind to discuss with them, does the Bill get us where we need to be.

The MPO Board made the decision and I understand and appreciate the decision and I respect the decision. It was my desire at first to just say that's it, we're hiring our own Lawyer, we're hiring our own Staff Director, we are hiring our own staff period; we're done. We are an independent agency; we're done. There are good points potentially with that and there are bad points with that. We reside right now in the Broward County Governmental Center. We use their Chamber. There are lots of benefits – all the payroll and administrative stuff is done through the County. So there are pros and cons to both. We have a staff of 26. Could it be done with less? Those are the big picture issues that we looked at. We choose to take smaller bites of the apple to see how we progress with all of those things. Am I advocating at the moment to go back to where I was a while ago? No. Because I want to see now that Roger clearly has the helm of the ship, and I've said to Roger – and I view Roger as a City Manager, a County Administrator. He is now in charge of our staff, our staff and it is his job to evaluate that staff and bubble that up for the County Administrator. Are we going to potentially embark on a conversation with Ms. Brangaccio and her staff, of our input in those things? I sure hope so. But at the end, cutting staff positions out of our staff, we pull down that money. It's not necessarily their– money that comes out of the County budget. So I am not sure if HB985 gets us there; expect to clarify that we are independent. How we decide to implement that is a separate issue.

Mr. Esack asked Commissioner Stermer if the Charter could be the mechanism if HB985 is not for implementation of the independence.

Commissioner Stermer: It could be, but I want to also be careful in potentially how we would go about doing that. Because since we already an autonomous organization, I am sure if the County Charter needs to again tell us we are, as compared to us, just saying we're wholesale, we're moving out, we're hiring our own people sort of like – People make the analogy of the Planning Council and they have their own set of lawyers, they have their own Executive Director, they have their own staff, but they are a creature of the Broward County Charter. So there are some similarities, yet differences.

Because we are a Federal creature, we could just decide we're going to go rent some office space across the street and move everybody over there, but do we all understand everything involved in the start-up of a new governmental entity and everything you have to do with that whether its health benefits things like that. So there are major questions, that right now there are benefits to being with the County.

Ms. Tanner stated that clearly the Bill gives the MPO a formal separation from being under the auspices of Broward County. She advised that in her mind whether the MPO is under the auspices of the County, she still likes the input from the MPO as a Planning Organization, and clearly, this is what the Charter is trying to do for the 20 – 50 Year Plan.. She then thanked Commissioner Stermer and advised that she looks forward to any input he can provide.

Commissioner Stermer: It's – my view, and Roger and I have talked about this – and Commissioner Mena saw it at our last meeting. How we operate has changed. Our appearance looks more like the Planning Council does. We've now put our Executive Director and our Attorney at a staff table as part of the conversation, instead of them sitting in the audience and needing to bob up and down. It's just – my belief is, we are who we are. We should act like who we are, and whether it's form over substances, some might say so. But you know what, you have to start somewhere. Whether it's closing agendas 2 weeks before a meeting so the MPO staff members can get their stuff done; get the agendas to us, and we, with the 50 million other things we all do, get a package that's this big and say, read this stuff and understand the numbers, with things that generally we don't deal with on our day to day life. It's only fair to us and our staff. So we are implementing policies and procedures like other governmental entities that I am aware of; operate and trying to just kick it up a notch as to who we are. So thank you, I appreciate it.

Mr. Mena explained his frustration with being on the MPO Board, where there is constant talk and an inability to make things happen. He advised that the dais needs to know what the MPO is going to do for Broward County. He advised that the County is lacking Leadership, a prime example being the inability to have leadership for the penny tax initiative. He added that without budgeting, you don't have the leadership and without the leadership you don't have the budgeting.

Commissioner Stermer: Mayor Eggelletion, we know was opposed to the penny sales tax and since its defeat – and this conversation about this Workshop, he has been a hardened supporter of this Workshop. So he can figure out where we are going to be and how we are going to get there WHEN it comes to the conversation of the funding source and how we find it. The Mayor has moved past it saying, "My community has spoken, they don't want it." We have to find another way. What is that way? I am not sure, but I come back to respectfully, the name of our organization and it's the

Metropolitan Planning Organization. We do the planning with somebody else's money, mostly the Feds and the State. But there is local requirement to pull down the match, but we do the planning. It's our task to figure out – we collectively elected and not elected what we want to be when we grow up, and how do we want to get from the Collier County line to the Ocean? How do we want to get from the Sawgrass to the Sea grass? How do we do it? We need to figure that out sooner rather than later. Whether it's the I-95 Express, that we talked about at our last meeting or we will come back in July with this new Pilot Project through the Federal Government to expand capacity on I-95 without potentially expanding asphalt or concrete, maybe except for a foot here or a foot there, by narrowing the lanes and tolling some of it. If you look around the Country there is a lot of that going on. Is it taking money away from any other project that we have in our plan? No. So is it worth a try? At a vote at the MPO meeting last week, 10 of us said yes and 3 people said no. We gave our support to the plan, and it's now going to come back in the month of July for us to amend 2 of our documents, the TIP and LRTP included. But that's really what the Feds want to see. That ties into HB985 and the P3 ; then the conversation of what happens on 595. Do you outsource or enter into an agreement with the Public/Private Partnership firm to build. Whether it's the Roadway, the Transit Way, or both, along that – at a timeline, that is a lot quicker – I mean probably decades quicker than we might see through the public funding of it. But there is a cost and the cost becomes the toll mechanism. So it's partially a philosophical question as well. It's part of the planning. Going back to the East/West Corridor for the train from – it was going to end at the Bus Station here and go out to the Bank Atlantic Center; the projections where 23,000+ were going to ride it daily, 16,600 of them were going to go from downtown to Nova. That was 7,000 people to go from Nova out west, and we were going to spend, how much money. Now the only reason I bring up the money, is right now we don't have it, and we have a problem getting it. So the question is how do we maximize it? What do you say? If you build it they will come. So it's the chicken or the egg theory. But the County needs to and it's the County. We as residents of the County need to figure out what we want to see us be in a few years, depending on how you define a few.

Ms. Kaletta asked if MPO Staff pay comes from the County Budget.

Commissioner Stermer: It does not. It comes out of our PL funds which are the Federal funds we pull down. The County allocates what we receive from the Federal Government for our salaries and for our Planning Contracts

Ms. Kaletta asked if the funds come from the Federal Government to the County.

Commissioner Stermer: It comes through the State as a pass through and then it comes to the County as a reimbursement. The County fronts it then it comes back to us. Because the money moves quicker locally, and then the reimbursement comes through.

Ms. Kaletta asked if the staff is still considered County employees.

Commissioner Stermer: Yes.

Ms. Tanner asked if the funds can be directed straight to the MPO without the County.

Commissioner Stermer: Yes, that goes back to the conversation of, do we go across the street, rent the 10th floor?

Ms. Kaletta pointed out that this would cost the MPO more money to do that and asked if funds were passed straight to the MPO, if all the funds would be theirs.

Commissioner Stermer: Then we can independently make a decision of – let's leave Roger as our Staff Director – Do we need a staff of however many we have? Do we continue to need that? Do we – We are now going to have to pay rent. We are now going to have to pay benefits, we are now going to have to pay for meeting space unless we are lucky enough to get a place that has an auditorium where we can house our meetings. We now have to – we will enter into contracts still with consultants to??? some of our products and assist our staff. So – and that was part of the analysis we did in the Independence Study that Cutter prepared for us. It compared – because there is no other like animal – like us – relatively like animals when it came to size of County, amount of money which nobody really compares with, the size of the staff, how we operate and what could be in – the Study raised some questions, which we have slowly started to address. That's the tolerance of the Board. The tolerance understandably, so is that you don't want to necessarily jump there without knowing exactly what everything is going to be. Costs, we know we've got the money. The question is, we don't necessarily know what all of the costs are going to be, and how we want to spend the money, so we believe right now the two steps we have made are the first baby steps. Whether more will follow, that will be up to the will of the Board.

Ms. Kaletta asked who hires the MPO staff.

Commissioner Stermer: The County.

Mr. Del Rio: The MPO hires internally, but the request goes to the County Human Resources.

A brief discussion ensued relevant to the MPO hiring process.

Commissioner Stermer: If we implemented our independence to the fullest extent possible we would be opening up a new office and as – it would, be like a start-up business. all of the cost, whether it's FPL, Phone, Fax, Health benefits, and Supplies, the full range of operating a business organization within, becomes ours, could we afford it? It depends whether we take the 10th floor across the street or we move to you know, down into Davie or wherever.

Ms. Kaletta asked who pays for your general office bills.

Mr. Del Rio: Actually the County pays for them. We have a County operational budget somewhere around \$10,000 a year and that pays for paper, paperclips, pens etc.

Ms. Kaletta asked if the MPO reimburses the County for those expenses.

Commissioner Stermer: The MPO Board at its last meeting a couple weeks ago wanted to communicate with the Governor and authorized me to send a letter to the Government. Rogers' Administrative Assistant sent me an email that attached the body of the letter in the letterhead. The letterhead that was attached was Broward County Urban Planning and Redevelopment Transportation. – I said no, no, no, that's not the letter that I want; I want the letterhead for the – and listen, it's understandable because depending on who you are communicating with at any specific point in time, they have to fit within the structure of where they are. And it's an evolving process. But one of the points Roger made, which I know is in my mind; then whether it's in the minds of other Board members – I doubt. In that Roger just brought up his training and his longevity with the County, there may be a natural progression over time when Roger decides he has socked away enough, and he can go spend time with his family, and he doesn't want to do this anymore. There may be a progression naturally, where things again will be reviewed to decide what we want to be when we grow up as a organization. So that's the best answer I can give.

Mr. Rogow asked Commissioner Stermer, forgetting money and politics, what the 4 projects are that he believes need to be done to improve the Transportation System. He also asked if anyone has suggested the best that could be done in the next 25 years and if so what.

Commissioner Stermer: Commissioner Rogow, I think the best answer is to look at our 2030 LRTP – it's not one specific project, but it's a host of projects throughout the County. That way Ted gets to Coral Springs, somebody else gets to Hollywood; it is how we envision the entire Transit and Roadway System improving for everyone's benefit. Whether people believe the train down I-595 is the answer?

There are folks that go both ways on it. Whether it's as Commissioner Mena has brought up recently, do we complete Southwest 10th Street from the end of the Sawgrass to I-95? Up until now, there hasn't been a political will for one reason or another to do that. I think the County needs to figure out how its roadway system really creates the circle. Part of it is what Commissioner Mena brings up. Around the County we have a circle. Sawgrass, I-595, I-95, and then you just have to connect the top part. And then the major corridors going East, West, North, and South whether it's 441, Commercial, Oakland Park, we need to find ways to move the people better.

To give you 4 projects – people might give specific reasons why they like one project over another, but I will have to point you to our 2030 Plan, and that's our Vision of how to make this County better holistically as it relates to Transportation. Part of it is at the Airport – part of their money flows through us – and I am not going to go into the runway copy of the debate. That's a County Commission debate not an MPO debate. Is it the Seaport and whether they expand? They made a presentation to us last month. All of those things help our County economically and socially. The question is how do we make all of those things work together?

We are in an interesting place because of the Airport and Seaport. That you can run straight down I-95 and get to the West coast in an hour and a half, this Port has the potential to be an economic engine greater than it is now over the next planning horizon. Because of the amount of space, it has what it can bring in and how it can be disseminated from here. Whether it's by rail and you pick up the FEC Corridor – you know there's the talk of the FEC Corridor. Do you make that a Transit line as compared to a cargo line – or dual track it to do both? But that again comes back to Transit Oriented Development, Transit Oriented Districts (TOD's) and Transit Oriented Corridors (TOC's), and how do you do the densities to go along with them? So it's not one Transportation issue. To me, it's again Land Use and Transportation together; those will naturally define themselves. I think the FEC could be one, because that would run from all the way up North – North of Palm Beach really; all the way up to the top of the State, down to the Southern part. You could get on a train and – if you live in El Portal, get to Miami or get to West Palm Beach. I think the FEC has the potential to be very important part, so I can give you one, or the others, then start to become people's favorites of why they like it or don't like it.

Mr. Rogow advised that he is just interested in the Vision.

Commissioner Stermer: The 2030 Plan honestly is our Vision for how to improve the Roadway System and the Transit System in the County. The question becomes, we might envision it and plan it. Do the folks across the street give the funding to make it go? So that's – I am not avoiding your question but the document we prepared was that- 2030 Plan.

Public Speaker Dan Glickman – Deerfield Beach

Mr. Dan Glickman spoke on the issue of the Right to Public Transportation, which he acknowledged and thanked the dais for having it on the Agenda as an item. He advised that he is getting more enthusiastic about a different work other than “Transportation”. He stated that is the “Right to Public Transit”, and advised, if this was a goal to be strived for as time goes on via 2, 5, 10, 20 years, to build and evolve to that. He suggested that this be considered to be added to the Charter.

Commissioner Stermer: Dan, you know from your tireless attendance of whether it's at MPO meetings, County Commission meetings and others, just because you may have a right to something doesn't mean you are going to get the result you want. The County Charter I presume – and your question is the first time I ever really thought about this, so you're getting purely an off- the- cuff run-through. Just because you may have, and the County Charter may say our resident's, visitors, business may have a Right to Public Transit or Transportation, take your pick; it doesn't say how it's then going to operate, and who's going to fund it. The question is what have we actually accomplished other than feeling good? And please feeling good for some is wonderful. The question is at the end, how does the rubber meet the road, how do we get any one, dollar one, grant one, and joint participation agreement one, to then implement it? That becomes having the right – that's wonderful, and that's purely not a legal analysis, you know that. But the question becomes then, how do you bring it to fruition.

Mr. Glickman asked if any more leadership is seen for implementation of short range.

Commissioner Stermer: Hopefully on August 14th between 9:00 and 12:00, we'll start to get an answer from them. I mean, I can point to you as well, that today's 2030 Plan, 15 years ago was a 20, 30, when they did it years ago, to get to today, some of those things are starting to come to fruition. The problem is we don't have a gate at the Northern end of the County, the Western end of the County, or the Southern end. People are showing up faster than we can build things. We also know that something that may have been cost out a few years ago and put in an LRTP or even a Short Range Plan based on the cost of aggregate, the cost of construction; those numbers aren't worth the paper they were written on years ago. I mean one of the things we started last year in conversation and working with DOT, was to update what the current cost estimates were for projects – I mean it's great to have said a project was going to be \$1 million 10 years ago and today its \$12 million. Where did that money just go and where are you going to get it, to build it? Things are happening. There are improvements being made to our roadways and to our Transit. Is it quick? No. Have I spent a lot of time over the past 6 months in Orlando, and where ever you turn there is construction of roadways and interstates and connectors? Yes. But they have a rather large draw, a guy with a black nose and black

ears that provides an awful lot of tax revenue (Mickey Mouse). Until we create something, I can't say we're going to create what they have. But until we create that mechanism, our pot's not going to be very full. But I understand your point on the short term. That's something the members ask about as well. It's great to plan, but what are we doing today?

Mr. Rogow asked Commissioner Stermer about utilizing water transportation.

Mr. Del Rio: We had a waterborne element in our Long Range Plan.

Mr. Rogow asked for short range, faster than the water taxi like a Hydrofoil Transport.

Mr. Del Rio: Outside of the Intracoastal, because you can't do that in the intra-coastal's, because of the endangered areas for Manatee. But outside in the Atlantic, you could run a Hydrofoil maybe - connecting West Palm, Fort Lauderdale, and Miami. That's something that was thought about. What we have in our Waterborne Element of our original Plan is utilizing the Intra-coastal and the Canal System within Broward County to expand what we had before, which is the Water Taxi. Of course the County had an issue with Water Taxi and we no longer have the Water Taxi, but we still have a system which runs downtown.

A discussion ensued between Mr. Rogow, Mr. Del Rio and Commissioner Stermer regarding waterway utilization.

Commissioner Stermer: We are very linear. It's different than when you look at most metropolitan areas where it's a core, and then everybody can funnel through from 360 degrees around it. Look at Atlanta, look at Washington, and look at a lot of your major Cities. The problem is here; we are very linear and there's no easy way to get to the Port – really it's just – I understand your point, and I am going to actually – Roger and I are going to discuss it afterwards.

Mr. Rogow stated that he doesn't understand getting to the core; because you can go all the way to Jacksonville.

Mr. Del Rio: One of the constraints that kept us from really looking at expanding waterborne is actually bridges. You really could run the type of boats that they were running – that they are running right now, through some canals and some of the bridges that are on the canal then you would have to raise all of the bridges.

Mr. Rogow advised that he is just talking about on the Intracoastal where that is not an issue, and most bridges could probably handle something going through. He pointed out that it is cheap and an attractive way to ride other than a car.

Commissioner Stermer: Good point and we will do some research and get back to you.

Mr. Esack asked who does the performance appraisals for the MPO staff and if performance appraisals are completed on an annual basis.

Mr. Del Rio: My performance appraisal was done by Cynthia Chambers who was the Department Director for the County. But now it will be done by me.

Commissioner Stermer: Roger has to take off the Engineer hat, and put on the Director's hat. It's not an easy task for Roger because he has worked with some of these people for 20 something years and now he needs to be the implementer and the decision maker in the department; not that he has not been before, but we now have a say in the job he is doing for us. As Ted knows, we are not a bashful group and Roger knows that as well. Roger knows exactly what we need to do and he is getting us in the right direction.

The Chair thanked the speakers for coming.

The Chair opened the floor for them to continue item IV.

IV. Discussion of Proposed Charter Changes

The Chair stated that he would like to start off the discussion with issues 1 and 2.

- 1. Airport Operations and Governance**
- 2. Port Everglades Operations and Governance**

The Chair opened the floor for discussion by asking the dais if there should be any changes in the Charter affecting either Fort Lauderdale- Hollywood International Airport or Port Everglades.

Ms. Tanner stated that she feels that Port Everglades is running beautifully and does not seem to need changes in the Charter.

Ms. Kaletta asked if they have already begun implementing MESC recommendations.

Ms. West advised that they have pulled some information from MESC. She added that one of the big issues that Commissioner Lieberman had was why there were two separate Administrations for the Airport and the Seaport.

Ms. Kaletta stated that she does not believe those are Charter issues, she added that she thinks the connection has already been made.

Mr. Mena stated that he thinks they are trying to eliminate duplication. He added that some of those staff members could be used in both locations. He added that he is concerned with the FBI/CIA type relationship between the Port and Airport. He stated that he would like to see those merged together, made into one Authority.

The Chair asked if there were any further discussion relevant to the items 1 and 2. He reminded the dais of the tour of the Airport scheduled for 1:00 pm this afternoon.

The Chair asked the dais if there is any information that they need staff to research or obtain in order to help in terms of furthering the first two issues.

Mr. Esack commented on an RTA Article provided by staff advising that it was excellent information.

There being no further requests for information pertaining to Items 1 and 2, the Chair opened the floor to discuss Item #3, the Right to Public Transportation or "Transit".

3. Right to Public Transportation

Mr. Esack referred to Commissioner Stermer's comment that "building the right into the Charter in and by itself is a feel good thing", but as far as "the rubber meeting the road", he added that the question of what traction it really gives, is of concern. Mr. Esack added that as far as just adding something without being able to implement it, is also his concern. He acknowledged Mr. Glickman's consistence, stating that he appreciates it, but added that he is just not sure how it would serve the large groups that are overseeing Transportation for betterment.

Mr. Mena suggested that maybe the language could be worded in a way to include it. He pointed out that wording might not need to be simply added but should make sense.

The Chair stated that he believes that Public Transportation and Transit is one of the most important critical issues of the County and the region. He advised that he is concerned and that he would like to see the Charter reflect the importance somehow. He added that his only concern is, as stated during a

previous TSC meeting, that to him, he believes the right is different than an aspiration or offering principal and if the rights are going to be in the Charter, then a citizen or someone should be able to enforce those rights or some type of redress in the Court system. He stated that he has no answer at this point; if the current Bill of Rights should really be a Bill of Rights because there is no type of provision that would ensure that the citizens have the right to actually sue on this, if the Government isn't carrying through on it. With regard to a *Right of Transit*, he added that time is limited and in the dais' he does not wish for the TSC to create any type of potential liability for the County Government if it is not well defined; he stated if something is added to the Charter, it should have the appropriate affect.

Mr. Esack agreed with the Chair, he also pointed out that Transportation takes up 2.5 sentences in the current Charter. He clarified that there is only 1 sentence regarding Transportation under Section 2.08 in the Charter.

The Chair advised that he does suggest a better way to articulate such importance as Transportation in the Charter. He suggested that at the next meeting of the TSC the dais should really begin to actually make some types of decisions on some of the issues. Including exploring further about any type of "Right" to include in the Charter, or if such a "Right" would not be in the best interest in terms of any type of liability for the County.

The Chair opened the floor for discussion on Item # 4.

4. Mass Transit Operations and Governance

Ms. Tanner referred to the prior discussion with Chris Walton and suggested consideration of possible creation of a Mass Transit Authority and if so, whether it be taxing or non-taxing.

The Chair asked Ms. Tanner why she would be in favor of the entity.

Ms. Tanner replied that she feels that the bus system is lacking. She stated that there's not a big presence in promoting Mass Transit and there should be.

Ms. West referred to a comment "that you have to have money to do whatever it is we need to do". She then suggested having a Bed tax, or taxing people who don't really live in Broward County, or even a reconsideration of the one cent tax.

Mr. Rogow advised that the question is, how or if, anything like this can be implemented with regard to a Charter Review change. He stated that the discussion of what we should have is very informational, but he does not believe it has shown him much in the way of how to amend or propose an amendment

to the County Charter that would accomplish these things. He stated that the focus has to be on how it translates to a proposed Charter Amendment.

Ms. West asked Mr. Tolces if other recommendations could be made.

Mr. Tolces: I didn't want to answer until Mr. Rogow was finished.

Mr. Rogow advised that he thinks the two would have to be separate. He stated that it seemed to him that the best thing the dais could propose in terms of the Bill of Rights, is that the Bill of Rights now could include "*We must have strong leadership*". But he advised that these things are not subjects of proposed Charter amendments.

Mr. Tolces: I think that what Ms. Tanner is referencing with respect to funding, which is that you can aspire to have an organization, but where does the funding come from. And for that you need to look to your Legislature to adopt the appropriate special acts that would authorize such taxation, or in the instance of the one cent sales tax, the Local Referendum. Depending upon how much money that provides, you could find X, Y, or Z. However, as far as specific Charter Amendments to provide for that, there's nothing that you can do with respect to the Charter. Because you need some authorization from the Legislature to adopt the appropriate taxation to establish those plans and programs. I mean, if the Charter Review Commission wants to purpose some type of recommendation to the County Commission – it talks about purposing amendments to the Charter and not necessarily recommendations. However, I am sure if the Charter Review Commission provided a report of what it did and that – while it couldn't adopt an amendment it would hope that the County Commission would consider the following. I don't see anything wrong with doing that. You can write a report to the County Commission.

With respect to the Bill of Rights that's currently in the Charter, a lot of these topics deal with how the government functions, and an individual's right to access their government and to receive information, and not necessarily any specific program or capital improvement that the County would provide.

I believe that the prior Charter Review Commission felt it was necessary to ensure that citizens of Broward County understood what their rights were with respect to accessing information, their local politicians, budget process and that the operation of County government was at a level that was ethical and avoided appearances of impropriety.

Now there is a Section in 1.02 that talks about General Powers of the County, which list that the County will use its powers to contribute enhanced civic lives of the citizenry; it list several things by providing

Parks and Recreation, Libraries, Arts and Culture, and the Preservation of Historic Sites. Now we know the County has the authority to do and take action with respect to Transportation, but it may be that you might want to include the word “Transportation” in there or “Transit”. If you are looking for something to draw somebody’s attention to, the fact that here is something that the County has the power to do, and we think that Transit and Transportation issues are sufficient; that warrants inclusion in that paragraph.

Mr. Mena expressed that he like Ms. Tanner’s idea, a Mass Transit Authority that excludes the Port and the Airport, but will work with the MPO, exclusively for buses and light rail, etc. He also suggested that Mr. Glickman’s suggestion of the Right to Public Transit could also be incorporated to the Mass Transit Authority as a mandate.

Mr. Rogow added that this could be a recommended proposed amendment to the Charter.

The Chair asked in terms of a Charter amendment, if the TSC wanted to recommend to the full Commission a Mass Transit Authority “MTA”; depending upon how the Authority is organized and structured. He asked if the structure would impact whether or not it would be a Charter amendment; e.g., would the Authority itself be a creature of County Government and members drawn/ appointed by; if there were a Strong Mayor, County Commission, or however it is constituted vs. if it is a State Authority where the Governor appoints some members and County Government appoints others. He asked what impact this would have on the CRC being able to amend the Charter.

Mr. Tolces: The Charter Review Commission – you don’t make recommendations to the County Commission. You are going to forward suggested amendments to the County Commission so they have to include it on the Ballot. So, whatever you adopt in your final resolutions, will be placed on the ballot. The question is, if you are going to propose an amendment to the Charter that the County create a Metropolitan Transit Authority. You can include in your proposed Charter Amendment much like there is with the Planning Council – how it’s structured and how it’s set up and if that’s what the Charter says and that’s how it organized, then the County Commission would be obligated to establish it. The question comes down to funding and what powers they would have, and that typically, like with the South Florida Regional Transportation Authority is established by special act of the Florida Legislature. It provides for appointment provision, and it provides for a source of funding so that they can carry on their projects and programs. Through the Charter, you don’t necessarily have that authority to provide for a funding mechanism like with the Fire Rescue Council. You could set it up. framework, and membership, who’s going to be appointed and what their goals, duties, and obligations are, but that’s about the extent of what you could put in a Charter amendment. The rest would be left to the County to fund, and for this Authority to figure out a way whether it’s to request the State adopt

Legislation that would provide for the programs they could then operate; that would be for them to decide.

Mr. Rogow asked if the question on the ballot would read similar to “Should the Broward County Charter be amended to provide for a Metropolitan Transit Authority that would...”

Mr. Tolces: Right.

The Chair asked if it would matter if the TSC decides that the Authority should be a State Authority.

Mr. Tolces: The most you could do is set it up as a County organization. You cannot, through the Charter, demand that Legislation be passed up in Tallahassee to establish this. I think if you wanted to do something like that, you would set up the Metropolitan Transit Authority, and they could then lobby the State Legislature to adopt whatever program or funding mechanism that they thought was appropriate to fund their programs.

Ms. King asked if an MTA were set up how it would work with the MPO, if it would cause conflict.

Mr. Del Rio: No. The MTA would be an implementing and operational agency. The MPOs are the Planners and would work with the MTAs to provide them assistance, but does not operate any type of Transit.

Mr. Esack referred to Mr. Avery’s presentation regarding studies that had been done 20 years ago which pointed out the critical needs of Transportation. He advised that he is concerned with the fact that plans that were mentioned in those studies have not been implemented. He advised that funding is still an issue with the now 25 year projection. Mr. Esack suggested attaching some form of revenue to the MTA amendment, and asked if a penny tax should be included and made a separate issue altogether.

Mr. Tolces: You could require in the Charter Amendment that the County fund the operations of the MTA, and the County Commission would then through their budget process, allocate whatever funding they thought was appropriate. But if you are talking about a penny sales tax, that would have to be a separate Referendum.

Mr. Rogow mentioned Miami-Dade Fire Rescue, which he stated was supposed to be an independent entity and was faced with similar circumstances. He again advised that he does not see much that would call out for a proposed amendment to the Broward Charter. He then asked if there was anything discussed other than the Right to Public Transportation and the possible MTA.

The Chair provided Mr. Rogow with a brief breakdown of previous discussions.

Ms. Tanner suggested strengthening the language so that the County makes Mass Transit a priority.

The Chair advised that looking at the current structure of government and what is going on is the reason he was interested in exploring an Authority, is to get it out of the hands of the Elected Officials and put it in the hands of people who will have some insulation from the general public in terms of short term thinking instead of long-term thinking. He asked what other way can the TSC in terms of its authority in the Charter implement a recommendation that is going to get the County moving.

Mr. Rogow suggested rather than have District Commissioners; having them elected County-wide; but he advised that this brings forth a historical problem that was corrected when the County went into Districts. He advised that this is a complicated problem.

Ms. West stated that a discussion, which occurred in the Administrative Issues / Governance Subcommittee, is the possibility of a Mixed Structure form of Government, where you have similar to (Orange County, Duval County). She advised that there is a way to protect the rights and the interests of the minorities. But she explained, a mixed-form of government where you have two or three members run At-Large and then you would also have the person running for Mayor, run At-Large. She added that there are other ways that you could protect those rights, and then look at opening up and addressing the needs of the community as a whole; have people have a vision as opposed to tunnel vision.

Mr. Esack suggested creating a statement with bullet points to allow for more specifics in the Charter. He then read Section 3.08 from the Charter.

Mr. Mena suggested finding information from other MTA's; he also suggested that the MPO should be on the MTA in either an Advisory capacity or other.

Ms. West advised that information has been provided within the dais information packets from Tampa and Atlanta and informed them that the next speaker will be Joe Giulietti, Executive Director from the South Florida Regional Transportation Authority. She suggested alleviating duplication of effort to strengthen the Charter by putting something in it to work with the RTA.

Ms. Kaletta stated that she is frustrated, she expressed that she wants a timeline on the next speaker, so that the dais has more time to discuss issues.

A brief discussion ensued.

Ms. Tanner MOTIONED, Mr. Rogow SECONDED and the motion passed unanimously to extend the meeting of the TSC [12:00 pm].

Ms. Kaletta advised that the MPO works through Broward County, her understanding was that the Charter could change whom the MPO is, where it can go back to the County Commission.

Mr. Rogow advised that this couldn't be done by virtue of HB985.

Mr. Tolces: We have issued a couple of memos. Now in light of the Bill, I need to probably go back and revise those. But there is great restriction on what you are able to do with respect to the makeup of the MPO.

Ms. Kaletta then pointed out that the County has no accountability or responsibility to do anything that the MPO suggests since the MPO only makes recommendations.

Mr. Del Rio: They have 3 seats on the MPO and through those 3 seats they can make their recommendations on the products of MPO which is the LRTP and the Transportation Program and the Public Involvement Grant of the MPO. I think there is misunderstanding of the purpose of the MPO. The MPO is a tool that Local Governments can use to bring down Federal funds for their area. I look at the MPO ,as for instance, my wife brought me a drill for Christmas and when I opened the package of the drill it had all different types of bits. The MPO is the drill and the accessories that come with the drill, one of them should be a dedicated funding source. And with that dedicated funding source, then it can attract additional Federal money to the area. So you need the MPO in order to secure that funding. The purpose of the LRTP and the TIP is to be able to security those funds. If you don't have a project, if the DBA did not put their Light-Rail Project for downtown in our Long Range Plan, if the DOT did not or could not put their I-95 Managed Lane Pilot Program on the Long Range Plan, then they could not draw money down from the Feds into this area. That's the importance – that's the purpose of the MPO. To be able to draw money down to the area and a lot of people don't see that. That's why it's very important. I think the Mayor, when he gave his presentation, said that one of the things that he thought should be done is to abolish the MPO. If you abolish the MPO then you can't draw money.

Ms. Kaletta clarified that she does not want to abolish the MPO. She advised that before HB985, it was her understanding that the one thing the-TSC could do was to change how the MPO is structured, and it could be put back on the plate of the Broward County Commission.

Mr. Tolces: I don't have – we issued a memo and the memo that I issued on March 7, 2007 refers to Section 339.175D2 which provided that any County Chartered under Section 6E Article 8 of the State

Constitution, which was specifically those Chartered Counties, Duval, I think Miami-Dade could provide for the County Commission to be the MPO and that's – and then I subsequently issued another memo to clarify the fact that those were the only Counties in which that could take place. So I don't have that memo in my file to refer to. But what I'd like to do in light of the fact that there is apparently the language in the House Bill that was recently passed, to look at that and once again supplement the memo to provide you with additional information concerning that issue. But you are limited in the Charter in Broward County as far as what you can do with the membership of the MPO.

Ms. Kaletta stated that her thought is not to abolish the MPO, but maybe get rid of the Board and have the County Commissioners be the Board of the MPO, which she advised she believes would create more of a responsibility for them to follow.

Mr. Tolces: And that is something that can not necessarily be done through a Charter Amendment. The Board membership cannot be done in the Charter. We will send down another memo to help clarify the issue.

The Chair asked the dais if there are any other Legal issues that members need Legal Counsel to look at.

There being none, the Chair called for the will of the dais for the next meeting.

Mr. Rogow advised that he will be here on the 10th. A brief discussion ensued regarding the speaker of the next TSC meeting. Consensus was to provide 10 minutes for the speaker / 20 minutes total for the overall, but not limit if questions go beyond that time.

The Chair stated that they are asking staff to provide additional information on Authorities.

4. Mass Transit Operations and Governance

5. MPO Organization and Membership

V. Public Comment

Lisa Vondrak – News Abstracts.com

I agree that the overarching thing is what to do about Single-member Districts as you just can't have it the way it is now. You've got nine (9) warring States. You can't get anything done, because there is not political will to get anything done on a County-wide basis. You made the suggestion that it might be some members' At-large and some members from Districts. These are things you should talk about. The other thing of course you have to decide on is, where do you want to have independent

authorities? Tampa does have an independent Port Authority, an independent Airport Authority and an independent Expressway Authority. We know from our April 18th speaker, Interim Airport Director Bob Bielek, that was a gold standard for him, he liked things to work at the airport. Thanks.

Dan Glickman – Deerfield Beach

I'll be as brief as possible. First of all, thank you very much for a very interesting conversation and ideas. I was very pleased to hear your comments. Certainly not more bureaucracy, but that would not be the preface of the Broward Transit Authority (BTA). The BTA should have two items, *Independence and Trust*. Yet they would have to be enabling State Legislation to do certain things. But that doesn't mean putting in the Charter in whatever fashion you would think, with the hope and the expectation to get certain kinds of follow-up State enabling Legislation for the various purposes. Let me mention besides Independence, the word Trust. Quite frankly, the American population throughout the entire Country does not think very highly or very well of Trust politicians. Transportation in this County is not rocket science. When I mentioned last time about them postponing, after Transit one cent sales tax did not go through from last November to this coming October, to have the first public forum on what to do, and then from October now to August 14th which is fine. But the idea of having a Broward Transit Authority, implementing and hopefully developing trust so it's not held by politicians, should be the goal.

Mr. Mena advised that in defense of the politicians, he is saying "keep us out of it".

New Business

None

Next Meeting

The Chair advised that the next meeting will be held on July 10th at the Governmental Center.

Mr. Mena MOTIONED, Ms. Tanner SECONDED and the motion passed unanimously to adjourn the meeting of the Transportation Subcommittee.

VI. Adjournment

There being no further discussion and no additional comments the meeting was adjourned at 12:12 pm.

The minutes of this meeting are recorded on CRC-TSC CD # 6.21.07 (BCGV CTR)